

Bicycle Advisory Engineering Subcommittee

Tuesday, February 14, 2023

Meeting Minutes

Members present: Aaron Shaffer (Co-Chair), Deanna Newman (Co-Chair), Adrienne Bockheim, Janice Gepner, Karl Hedlund, Andy Lambert, Dan Miller, Kadence Novak, Max Singer

Staff present: Andrew Degerstrom

Guests present: Emma Pachuta (MPRB), Jasna Hadzic-Stanek (Minneapolis Public Works), Kristian Zimmerman (Minneapolis Public Works), Jason Staebell (Hennepin County), JoNette Kuhnau (Kimley-Horn)

Minneapolis Park and Recreation Board Plan for Cedar Lake and Lake of the Isles

- 45 day comment period
- No formal presentation during this phase
- Intersection improvements – raised crosswalks, paint, or other TBD treatments.
- Widen NW corner of Cedar, with viewing areas
- Formalized trails where pedestrians walk along/on bikeway
- Formalized walking trails through NE forest
- Bike trail east side of Cedar near Uptown avenue end point
- Added new soft-surface pedestrian connection
- Added paved connection from Kenilworth Place to Kenilworth Trail
- SE Intersection at Isles reconfigured, made it a T intersection
- Questions:
 - Is there room for a bike trail contra flow space?
 - Concerns about NE Cedar bike trail – opposition from neighbors
 - What about 8ft wide bike path on NW Cedar? Lots of speed in spots that would have very narrow 8 foot wide path.
 - Bike parking? Maybe at pink stars – welcome areas.
 - What happens when you formalize a trail?
 - What about SE corner of Cedar Lake – trail possible?
 - What's short term or medium term? Long term is 15-30, many circulation improvements were deemed short-term
 - ADA picnic area in east cedar and how are trails accessible? – every one should be accessible.

Vision Zero Capital Program 2023 Corridors

- Vision Zero action plan supports this program, data driven
- Started implementing in 2022, second full year in 2023
- Actively installing in all high injury streets
- 800K in budget
- Rapidly, using mostly paint and bollards 4:3 conversion, conflict striping, etc.
- Looking to make permanent improvements when possible
- Timeline is spring/summer for installation

- Questions:
 - What is an example of a temporary improvement made permanent? 35th and 15th used as a test case. This year test of raised crossing on Monroe in NE, 1 block north of Broadway.
 - Test of jersey barriers near downtown Target, can we learn from that? (program not really focused on bikeways, that's a different pool of funding)
 - Downtown east concrete/planters "autonomous zone" – any conversations about using planters, etc?
 - Any more substantial bollards considered? 2021 installs weren't durable bollards, but 2022 installs were on hardened centerlines, apex of median.
 - Lyndale N, are there concrete bumpouts going in there? Federal program is funding that, Vision Zero will address other intersections and do paint + bollards.

METRO B Line/Lake Street Improvements

- Update on this project, Metro Transit has been planning for B-Line BRT since 2018-2019
- Will build BRT stations along Lake Street, in 2021 and 22 City/County came with additional improvements, so we have worked through planning and design of additional improvements.
- Will add bus lanes all-day, one lane on lake and one on lagoon
- Add ADA and ped ramp improvements to many intersections
- Traffic signal improvements
- Mpls asked for bikeway connection on Lake Street between East Bde Maka Ska and Hennepin
- Not a reconstruction
- Bikeway on north side of Lake Street, two-way, starts curb height and transitions to curb-protected
- Allows creation for refuge islands for pedestrians
- Continues to Humboldt – block before Hennepin, interim would go north on Humboldt and connect to Midtown Greenway. (not continuous, so not satisfying all ages/abilities needs)
- Questions:
 - On-street parking is maintained between Humboldt + Hennepin? Yes.
 - Is it two turn lanes that takes up the space?
 - It looks like bikeway continues on map at first glance, and maybe bikers will do the same thing and ride on sidewalk? What about removing one of the two turn lanes at Hennepin?
 - Can we have two-way bikeway on Humboldt?
 - Can we get some really good signage?
 - How many parking spaces are on Hennepin?
 - Strongly encourage to go back and figure out way to connect this
 - Scramble crossing at Hennepin?
 - What's the timeline (at 60%)? Future connection between Humboldt + Hennepin? (20-30 years)
 - Does the data support the need for two left turn lanes?

Green Central Safe Routes to School

- Was here a few months ago at 15%, now at 30% design

- Made some changes since then at major intersections w/ two concepts, now have a preferred concept.
- Bumpouts + curb protection on south side
- Change at Portland includes major changes/updates, removed ped island and changed to large bumpouts instead. Bikeway would rise to sidewalk level, room to turn on south side to 34th.
- New ADA ramps, signal upgrades – fully reconstructed intersection
- Park – also large bumpouts and major safety changes/updates
- At Chicago Avenue, with BRT + bikeway on Chicago, near side left turn box for northbound cyclists;
- Two-way bikeway continues to 10th Avenue, raised crossing to trail that travels northbound and continues to 10th Avenue.
- Two-way bikeway continues north, then, to 33rd Avenue.
- 10th becomes a one-way southbound for cars, two-way for bikes
- Traffic calming on 10th – speed tables
- Raised crosswalk at 32nd
- Cul-de-sac cut through for bikes
- North of Lake – bike boulevard; bridge over Greenway is closed now and set to be replaced; -- bridge no longer part of this project, design will fall to future bridge project
- Portland intersection more likely than Park, if no additional funds found and Park would be smaller scale improvements.
- Questions:
 - 10th Avenue – what's planned? When is it planned? (so far planned as a bike boulevard between Lake and 28th)
 - Woonerf? Advisory bike lanes?
 - Parking on 10th Avenue? (yes, both sides)
 - Favors narrowest corner at 34th and 10th intersection near school